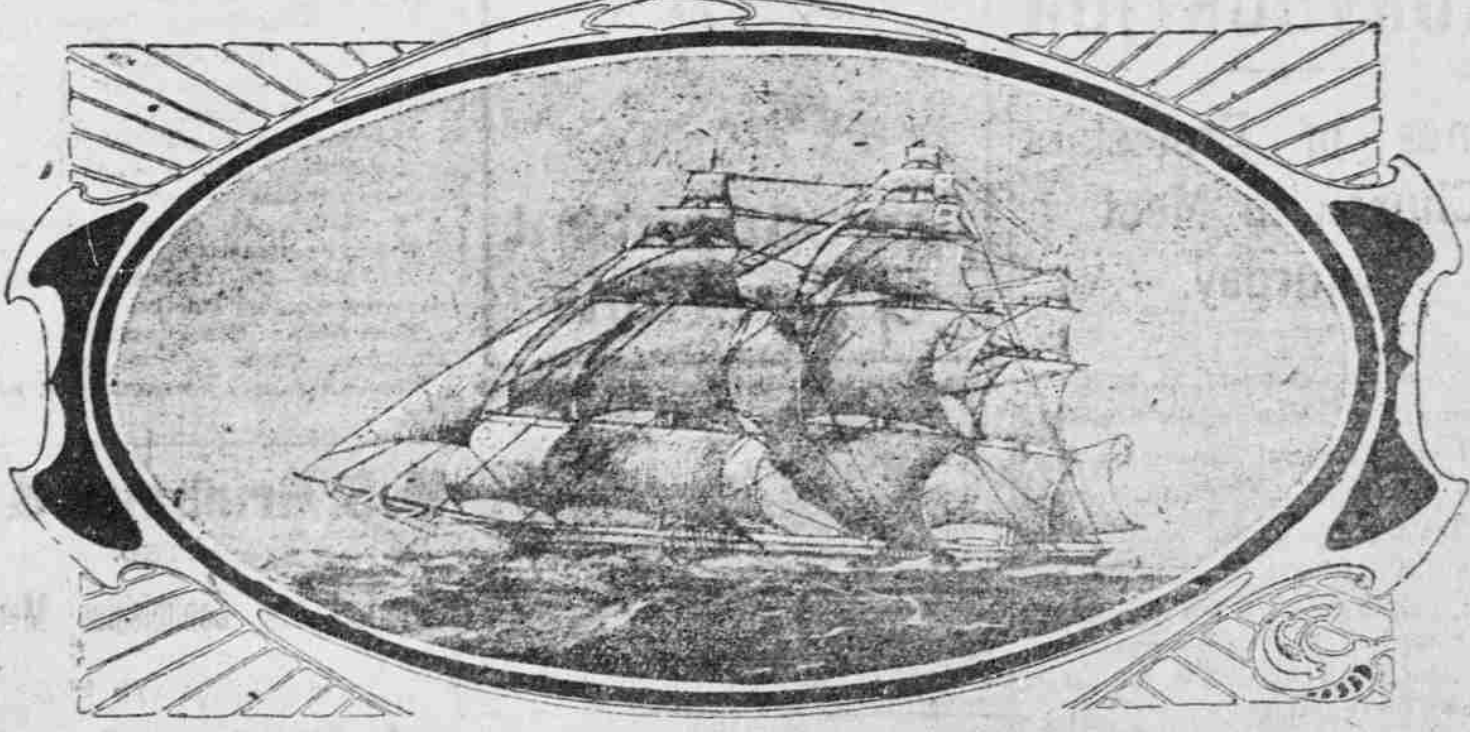


NEWS OF THE WATERFRONT



The clipper-ship Flying Cloud, celebrated vessel built for late George Francis Train, which made record voyages from New York to San Francisco.

FLYING SHIPS
OF FORMER DAYS

"Down the river hauled a Yankee clipper, And it's blow, my bully boys, blow! She'd a Yankee mate and a Yankee skipper. And it's blow, my bully boys, blow! Blow, ye wind, heigh-ho, For Cal-i-for-ni-o, For there's plenty of gold, So I've been told, On the banks of the Sacramento."

"So George Francis Train is dead," mused the old time salt, "Well, it's wonderful what an effect that man had on the development of California and Hawaii. His clipper ships opened up this part of the world. Here are the clipper ship records of some of the vessels he was interested in:

1851—Flying Cloud; New York to San Francisco, 13,610 miles; 89 days; sailed 374 miles in one day.
1853—Flying Dutchman; New York to San Francisco and return; discharged and loaded, wharf to wharf, 27,220 miles; 6 months 21 days. San Francisco to the equator, 2380 miles, 11 days 9 hours; rounded Cape Horn, 6380 miles, 35 days.
1853—Trade Wind; San Francisco to New York, 13,610 miles; 75 days.
1854—Flying Cloud; New York to San Francisco, 13,610 miles; 89 days 19 hours.
1854—Comet; Liverpool to Hongkong, 13,040 miles; 84 days.
1855—Mary Whitebridge; Baltimore to Liverpool, 3400 miles; 13 days 7 hours.
1857—Flying Dutchman; San Francisco to New York, off Staten island; 80 days.
1859—Dreadnaught; Sandy Hook to Liverpool, 3000 miles; 13 days 8 hours.
1860—Andrew Jackson; New York to San Francisco; 13,610 miles; 90 days 12 hours.
1870—Young America; San Francisco to Liverpool off Sandy Hook, loaded, 13,580 miles; 80 days 20 hours.
1872—Young America; Liverpool to San Francisco, 13,800 miles; 96 days.
The clipper ship decade, from 1850 to 1860, marked the height of America's maritime supremacy. From about

MOTHER AND CHILD

Scott's Emulsion is cod liver oil made almost as palatable as milk. It is easy and soothing to the weak stomach; it checks the tendencies of children toward thinness.

Scott's Emulsion gives strength to weak mothers because it creates healthy flesh and new blood.

Nursing mothers will find a special value in Scott's Emulsion because it insures a flow of rich, nourishing milk for the baby. More and better than a medicine; Scott's Emulsion is a food.

Scott's Emulsion is not a mere extract, containing imaginary "active principles" which do not exist, but is full of actual nourishment which sustains vital force and builds up the body tissues more rapidly than any other known remedy.

We'll send you a sample free upon request.
SCOTT & BOWNE, 409 Pearl Street, New York.

TREES
From California

Orange, Olive, Fig.

Everything in Fruit Tree Line.
WINE, RAISIN AND TABLE GRAPE VINES.

Place orders now for delivery season 1904.

Complete illustrated nursery catalogue published in English or Spanish mailed for 5c. postage.
PAID-UP CAPITAL, \$200,000.00
FANCHER CREEK NURSERIES, Inc.
GEO. C. ROEDING, Pres. & Gen. Mgr.
FRESNO, CAL., U.S.A.

OVER SEVENTY
TRIPS TO HAWAII

Over at the Railway wharf the small, rakish appearing barkentine Kikikat is discharging a cargo of lumber. This in itself is nothing unusual, for many sailing vessels discharge cargoes of lumber there but there is an unusual man in the crew at work there. Down between piles of lumber on the ship where the donkey engine furnishes hoisting power for the work, is Captain Cutler in charge of it. He is commander of the Kikikat, and a mariner who has made more visits to Hawaii than any other captain in port. Cutler has entered Hawaiian ports over seventy times with cargoes of lumber. He has brought over thirty-five million feet of Sound lumber here, according to a rough estimate, and from his appearance at present is capable of bringing as much more. Although an old man now he gets right in among his crew and works just as hard as anyone in his employ.

1835 to 1850 the reliable old Blackball liners sailed back and forth across the Atlantic as passenger and freight carriers. They were comfortable but clumsy ships, each peculiarly marked with a big black circle upon the fore-top sail. But the introduction of steamships steadily forced these slower vessels out of business. Then came the next epoch of sailing vessels, the Baltimore clipper type, built for greater speed, and seen on the Atlantic from about 1840 to 1850. Meanwhile the success of steam was creating a demand for faster sailing to meet the new competition, and the extra clippers developed, beginning in 1843 with the 750-ton Rainbow, and reaching a climax in 1855 in the completion of the clipper ship Great Republic, a vessel of 4550 tons, with a length of 325 feet. These sea racers suddenly became a commercial necessity after the rush of gold hunters to California, for it was a matter of big profits to the ship that could land her merchandise first at San Francisco without the expense and uncertainty of breaking cargo and moving it across the Isthmus of Panama for reshipment in another steamer, already overcrowded with gold seekers and their personal baggage. So it happened that the extreme clippers came to be called California clippers, and they outsailed everything on the seas from 1850 onward for twenty years. Then, as a modification of these swift sailers, came the half clippers—ships with less mountainous canvas and greater carrying capacity. Their epoch was about the decade 1860 to 1870.

Partly because the United States ceased encouraging shipbuilding by helpful mail subsidies to the merchant marine and partly because of the commercial difficulties during the Civil War, America's fine merchant marine steadily declined, and most of the splendid California clipper ships, having performed their original function by hurrying merchandise to San Francisco in the exciting times of the fifties, were sold to foreigners or remodeled to carry less canvas and a smaller crew.

When the demand for the fast California clippers was at its height along about 1850, every shipyard on the Atlantic coast with the necessary facilities was engaged in building clipper ships. The principal clipper ship yards were at New York. From the McKay yards was launched in quick succession the Stagbound of 1550 tons, the Flying Fish of 1600 tons, the Bald Eagle of 1600 tons, the Flying Cloud of 1700 tons, the Westward Ho of 1700 tons, the Empress of the Seas of 2250 tons, and the Sovereign of the Seas of 2400 tons, and then, a little later, the amazingly big Great Republic, a mammoth clipper ship of 4550 tons, a leviathan among sail craft as large as the Great Eastern was among steamers. But the Great Republic never made the trip to California. Her upper deck was burned off before she started, and she was repaired and slightly modified and sold to France for a transport to be used in the Crimean war, in which service it was said of her, "no steamer could catch her when she had a whole-sail, leading wind." A good many of the clipper ships were bought up by England and France in the hasty effort to secure adequate and fast transports to hurry troops to the Crimean war.

How very large the California clipper ships really were, those vessels ranging from 1600 to 4500 tons, may be better understood when it is stated that at that time a vessel of 1000 tons was a wonder for size. The California clippers, built primarily for the California trade, found their way all over the world, and on all seas aroused astonishment, not only for their lofty masts and unprecedented spread of canvas, but for their matchless speed and remarkable gracefulness.

TEREDOS THRIVE
IN THIS PORT

In the rebuilding of Honolulu wharves the contractors have discovered that many of the piles supporting the old wharves were badly damaged by the teredo.

The teredo does more damage in the ports of tropical countries than in those of colder climates. In New England it grows to only a small size and is feeble and able to do but little harm, but in Hawaii it grows to a large size and a hundred or more of the little borers are able to take a lot of strength out of a pile in a few months' time. It is said that the teredo grows as large as from three to twelve inches in length here and sometimes as thick as from three-eighths to half an inch in diameter. One open nail hole on a sheet of copper sheathing of a pile will allow the teredo access to the wood and free to pursue its work of destruction. It is said that in a year's time one of them will excavate a cubic inch of wood from a pile, if all of the wood taken out were considered as a solid piece.

The piles now being driven here are heavily sheathed with copper and no nail holes are supposed to be in the metal except those occupied by a nail.

Rough Weather Hinders Shipping.

The steamer Kauai returned at seven o'clock last night from a special trip to Kaanapali and Honokaa bringing as freight a broken roller from Pioneer Mill consigned to the Honolulu Iron Works.

The Kauai found very strong winds and choppy seas between the islands and vessels having to encounter these would encounter much difficulty. The steamer Noeau was to have sailed at nine o'clock yesterday morning on her regular run to Hamakua ports but owing to the rough weather did not leave as she would be unable to load any sugar there.

Schooners Heavy Deck Load.

The Inter-Island schooner Ka Moi loading for Hawaii ports yesterday morning furnished an interesting scene as the small schooner took aboard two large boilers, weighing about nine tons each, which she is to take to Hawaii and which are destined for the Hawaii mill. The boilers had all of their tubes plugged up so that when her destination is reached the schooner can dump these overboard into the sea and they will then be floated to land.

Wharves Not for Twin Screws.

Honolulu wharves are not built for twin screw vessels. They do not have sufficient overhang to keep vessels having twin propellers from damaging the piles. Recently one of the big Oriental liners in swinging from the wharf backed her stern against it. In a twinkling one of the propellers had cut off four piles. The propeller was uninjured but it is stated that it cost the steamship company about a thousand dollars to repair the wharf.

Sugar Fleet Arrived too Early.

The first vessels of the sugar fleet arrived in Honolulu too early this year and as a result a number of them will have a long and unprofitable wait before sugar can be secured. The steamer Conemaugh is now at the Railway wharf loading. The loading of this vessel will have to be rushed as the charterers will have to pay about \$200 demurrage for every day the vessel is kept in port after January 24.

Alameda Sailed.

The Oceanic wharf was crowded with people yesterday who were down to see the Alameda off. The vessel carried but a small number of passengers. She will probably encounter pretty choppy head seas on her way up, but despite this fact, Chief Engineer Owens says the vessel will get into San Francisco as usual at noon on next Tuesday.

S. S. Hawaiian Sails.

The steamship Hawaiian sailed for Kahului and Hilo last night, and from the latter point will proceed to Delaware Breakwater. Her cargo, when completed at Hilo, will amount to about 8,500 tons of sugar.

Half hourly cars up the Heights connect with Rapid Transit.

THE SQUAB
BREEDERSBirds Imported From
Coast Because of
Local High Price.

The raising of squabs for the local market has not yet attained to any degree of importance, the demand heretofore not being of sufficient proportions to warrant any one going into the business on a large scale. One difficulty in the way of raising squabs here has been that intending purchasers do not care to pay \$1 per bird, at which price local breeders have held them.

Squabs are on the menus of the hotels at times, but the requests for them have been few, except for banquets. The Hawaiian Hotel has generally supplied them and the Young Hotel makes an effort to keep them ready for orders at any time. The squabs used by the Young Hotel come from California, and are of the wild dove variety. They are plump, with white meat, the result of feeding in the grain fields. The wild dove squabs of Oahu have dark meat, the difference in meat hue being that the latter do not obtain as good feeding as the Californians.

The Young Hotel offers them on the menu at sixty cents apiece. The price put upon the pigeon squabs raised in this city practically prohibits hotel men from buying them here. A hotel recently had an order for a large number and they were wanted quick. The steward took a hack and visited several places where pigeons were raised. The lowest price asked for the juicy birds was \$1 apiece. This price added to hack fare and other incidental expenses was entirely prohibitive and the prospective host had to forego them.

The Young Hotel imports squabs from California at the rate of about \$3 a dozen. The meat is tender and the young bird makes a very tempting dish. As long as the local breeders keep up their stiff prices the hotels will continue to purchase their supplies on the coast, but with low prices, it is believed that the squab industry could be made a profitable one.

No banquet is now complete without its course of soups and a supply of the juicy wingsters is necessary to the hotel storerooms.

TO PREVENT CROUP, begin in time. The first symptom is hoarseness; this is soon followed by a peculiar rough cough, which is easily recognized and will never be forgotten by one who has heard it. The time to act is when the child first becomes hoarse. If Chamberlain's Cough Remedy is freely given, all tendency to croup will soon disappear. Even after the croupy cough has developed, it will prevent the attack. There is no danger in giving this remedy as it contains nothing injurious. It always cures and cures quickly. Benson, Smith & Co., Ltd., Wholesale Agents, sell it.

MORTGAGEE'S NOTICE OF INTENTION OF FORECLOSURE AND SALE.

Notice is hereby given that pursuant to the power of sale contained in that certain mortgage dated the 6th day of February, 1899, made by Lee Chu, C. K. Ai, W. W. Ahana and Pang Chong, all of Honolulu, Island of Oahu, Territory of Hawaii, as Mortgagees, to me, C. Bosse, as Mortgagee, and of record in Liber 182, on pages 373-376, Hawaiian Registry of Conveyances, I, the said C. Bosse, intend to foreclose the said mortgage for condition broken to wit, the non-payment of principal and interest when due.

Notice is likewise given that the property conveyed by the said mortgage will be sold at public auction at the auction rooms of James F. Morgan, Kaahumanu street, Honolulu aforesaid, on Saturday, the 23rd day of January, 1904, at 12 o'clock noon.

The property covered by the said mortgage and to be sold as above consists of:

All that certain piece or parcel of land, part of Apana 13 of Land Commission Award 10,806 to Kamehameha III, situate on the makai corner of Kukui and Fort streets, Honolulu aforesaid, and thus bounded and described:

Begin at the west corner of Kukui street and Fort street as shown on Government Survey Map Reg. No. 1912 and run by the true meridian as follows:

S. 58° 30' W. 87.0 feet along the north-west side of Fort St.;
S. 86° 40' W. 117.0 feet along L. C. A. 709, as fenced;
S. 78° 55' W. 10.2 feet along fence;
N. 45° 19' W. 52.3 feet along fence, (Vierra lot);
N. 56° 00' E. 209.5 feet along fence to Kukui St.;
S. 32° 30' E. 119.0 feet along makai side of Kukui St., to the initial point. Area 19,499 square feet, and being the piece or parcel of land described in deed Morris K. Keohokalohe to the Mortgagees dated February 6th, 1899.

C. BOSSE, Mortgagee.
By his Attorney-in-fact, J. M. Dowsett.
Terms: Cash, United States Gold Coin. Deeds at expense of purchaser. For further particulars apply to Holmes & Stanley, attorneys for Mortgagee.
Dated Honolulu, December 28th, 1903.
6675—Dec. 30, Jan. 1, 5, 8, 12, 15, 19, 21, 23.

MEETING NOTICE.

PACIFIC CLUB.
The annual meeting of the Pacific Club will be held at the club house on Monday, February 1st, 1904, at 7:30 p. m.
JAS. GORDON SPENCER, Secretary.
Honolulu, January 18th, 1904.
6694—Jan. 21, 25, 28 Feb. 1.

BY AUTHORITY.

ASSESSOR'S NOTICE.

TO THE INHABITANTS AND OTHER PERSONS LIABLE TO PAY TAXES IN THE TERRITORY OF HAWAII:

The assessors of the Territory of Hawaii hereby give notice that their offices will be open from the FIRST TO THE THIRTY-FIRST DAY OF JANUARY, 1904, inclusive, from 9 a. m. to 4 p. m. (Sundays and holidays excepted), and on SATURDAYS until 12 noon, and all persons liable to be taxed in said Territory of Hawaii, either in their own right or as guardian, administrator, executor, trustee or otherwise, are required by law to bring in to the Assessors, within the time above specified, true lists of all their polls and estates, both real and personal. Blanks for this purpose will be furnished upon application at the offices of the Assessors and Deputies.

"All personal and dog taxes shall be assessed as of, and be due and collectable on and after the first day of January in each year."

"All personal and dog taxes which shall remain unpaid on March 31st of each year shall thereby and thereon become delinquent, and ten per cent of the amount thereof shall be added thereto and become due as part thereof." Section 2, Act 51, Session Laws 1896.

JAS. W. PRATT, Assessor, Oahu.
WILLIAM T. ROBINSON, Assessor, Maui.
NATHAN C. WILFONG, Assessor, Hawaii.
J. K. FARLEY, Assessor, Kauai.

Approved: A. N. KEPOIKAI, Treasurer Territory of Hawaii.
Honolulu, Oahu, Jan. 20, 1904. 6694

SEALED TENDERS

Will be received at the office of the Superintendent of Public Works until 12 o'clock noon of Friday, February 19, 1904, for Bell and Spigot Water Pipes, Valves, Fittings, Yarn, Lead and Fire Hydrants.

The Superintendent does not bind himself to accept the lowest or any bid. Specifications at the office of the Superintendent of Honolulu Water Works. (Signed) C. S. HOLLOWAY, Superintendent of Public Works. 6693

ESTATE OF W. H. CORNWELL.

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, TERRITORY OF HAWAII—AT CHAMBERS—IN PROBATE.
In the Matter of the Estate of W. H. Cornwell, Deceased.

NOTICE TO CREDITORS.

The undersigned having been duly appointed Administrator with the Will annexed of the Estate of W. H. Cornwell, deceased, all creditors of said deceased are hereby notified to present their claims, duly authenticated, and with the proper vouchers, if any exist, even though said claims may be secured by mortgage upon real estate, to the undersigned at its office on the corner of Fort and Merchant streets in Honolulu, Territory of Hawaii, within six months from the date hereof, (which is the date of the first publication of this notice) otherwise such claims will be forever barred.

And all persons indebted to said Estate are hereby notified to make immediate payment to the undersigned. Dated Honolulu, Territory of Hawaii, Jan. 6th, 1904.
HENRY WATERHOUSE TRUST COMPANY, LIMITED, Administrator with the Will annexed of the Estate of W. H. Cornwell, deceased.
Robertson & Wilder, Attorneys for Administrator.
6682—Jan. 7, 14, 21, 28, Feb. 4.

MEETING NOTICE.

THE WAIMEA SUGAR MILL COMPANY.

A special meeting of The Waimea Sugar Mill Company will be held in the assembly room over the offices of Castle & Cooke, Limited, in Honolulu, at 10 o'clock a. m., on the 28th day of January, 1904, for the purpose of authorizing the execution and delivery of a promissory note and mortgage securing the same to Castle & Cooke, Limited, for the outstanding indebtedness, and for any business in connection therewith; also to fill existing vacancies in the Board of Directors, and to take such steps relative to the Directors as may be necessary.
By order of the President.
E. D. TENNEY, Secretary The Waimea Sugar Mill Co. Honolulu, Oahu, H. T. Dec. 30th, 1903. 6686

SPECIAL MEETING.

HAWAIIAN FERTILIZER CO., LTD.

A special meeting of the Stockholders of the above Company is called to be held at the office of C. Brewer & Co., Ltd., Queen street, Honolulu, on Thursday, the 21st inst., at 10:30 a. m.
CHAS. M. COOKE, President.
Dated Honolulu, January 15th, 1903. 6683.

MEETING NOTICE.

PACIFIC GUANO & FERTILIZER COMPANY.

The annual meeting of the shareholders of the Pacific Guano & Fertilizer Company will be held at the office of H. Hackfeld & Co., Ltd., in Honolulu, on Tuesday, January 26th, 1904, at 10 o'clock a. m.
F. KLAMP, Secretary.
6692

Commissioner's Sale

OF VALUABLE REAL ESTATE SITUATE IN THE DISTRICT OF NORTH KONA, ISLAND OF HAWAII, TERRITORY OF HAWAII

Pursuant to a Decree made by the Hon. J. T. De Bolt, First Judge of the Circuit Court of the First Judicial Circuit, filed on the 30th day of December, A. D. 1902, in a cause entitled John Vivichaves vs. Manuel F. Pedro and Kaahue Kahulanui; Bill to Foreclose Mortgage, Equity Division No. 1339 the undersigned, as Commissioner duly appointed, will expose for sale at Public Auction, to the highest bidder, subject to confirmation by the Court,

On Saturday, Feb. 6, A. D. 1904,

AT 12 O'CLOCK NOON OF SAID DAY, at the front (mauka) entrance to the Judiciary Building, in Honolulu, Island of Oahu, Territory of Hawaii, all the right, title and interest of the mortgagor, Manuel F. Pedro, in and to the following described real estate, to wit: All that certain parcel of land situate at Kalaheo IV, North Kona, Island of Hawaii, described in R. P. (Grant) 1698, to Kaikelaouka or Kekeleauka (K), containing an area of 564 acres, and being the same premises conveyed to Kaahue Kahulanui by deed dated April 9th, 1888, and recorded in Liber 110, Pages 186 and 187, and conveyed by the said Kaahue Kahulanui to Manuel F. Pedro by deed dated December 22nd, 1900; together with all improvements thereon and appurtenances thereto belonging.

Terms of sale are Cash in U. S. Gold Coin. Deed at expense of purchaser. For further particulars inquire of Messrs. Thayer & Hemmaway, at their offices Nos. 602 and 603 in Stangenwald Building, on Merchant street, Honolulu, T. H., or to the undersigned at his office in the Judiciary Building.

P. D. KELLET, JR., Commissioner.
Dated at Honolulu, Oahu, December 30th, 1903.
6676—Dec. 31, Jan. 7, 14, 21, 28, Feb. 4, 6.

ELECTION OF OFFICERS.

S. KIMURA & CO., LTD.

At the annual meeting of the shareholders of S. Kimura & Co., Ltd., held on Thursday, the 14th January, 1904, the following were elected to serve for the ensuing year:

W. Motoshige, President
Y. Takakiwa, Vice-President
T. Iwanaga, Secretary and Treasurer
A. K. Ozawa, Auditor
S. Kimura, Director
T. Kishimoto, Director

The above also constitute the Board of Directors.
T. IWANAGA, Secretary.
Honolulu, T. H., Jan. 14, 1904. 6693

ELECTION OF OFFICERS.

SEE YAP BENEVOLENT SOCIETY.
At a meeting of the members of the See Yap Benevolent Society (a corporation) held on January 7, 1904, the following officers were elected to serve for the ensuing year:

President.....Chu Gen
Vice-President.....Lee Loi
Treasurer.....Lam Tet
Secretary.....Chung Leong
Auditor.....Chan Leung Li
Chinese Secretary.....Yin Kee Kan

CHUNG LEONG, Secretary See Yap Benevolent Society.
Honolulu, Jan. 9th, 1904. 6692

ELECTION OF OFFICERS.

CASTLE ESTATE, LTD.

At the annual meeting of the S. N. Castle Estate, Ltd., held on January 16th, the following officers were elected to serve for the year ending December 31st, 1904:

W. R. Castle, President
Mary Castle, Vice-President
G. P. Castle, Secretary
L. T. Peck, Treasurer
Harriet Castle Coleman, Auditor
G. P. CASTLE, Secretary.

6691

ELECTION OF OFFICERS.

KONA-KAU TEL. & TELEGRAPH COMPANY.

At a meeting of the stockholders of the Kona-Kau Tel. & Telegraph Co., held this 12th day of January, the following named officers were elected for the ensuing year:

President.....G. C. Hewitt
Vice-President.....J. A. Maguire
Secretary and Treasurer.....L. S. Aungst
Auditor.....W. H. Greenwell
Director.....M. F. Scott
Director.....J. K. Nahals
Director.....J. D. Gaspar

L. S. AUNGST, Secretary.
6691

ELECTION OF OFFICERS.

KONA BOTTLING WORKS CO., LTD.

At a meeting of the stockholders of the Kona Bottling Works Co., Ltd., held this 12th day of January, the following named officers were elected for the ensuing year:

President.....W. H. Greenwell
Vice-President.....J. A. Maguire
Secretary and Treasurer.....L. S. Aungst
Auditor.....F. E. Hime
Director.....C. Greenwell
Director.....R. T. Forrest
Director.....G. C. Hewitt

L. S. AUNGST, Secretary.
6691

NOTICE.

Notice is hereby given that from and after this date the Hawaiian Trust Co., Ltd., by mutual consent is no longer acting as General Agents for the Germania Life Insurance Company in this Territory.

HAWAIIAN TRUST CO., LTD.
C. H. COOKE, Secretary.
Honolulu, T. H., Jan. 13, 1904. 6689

POLO CLUB MEETING.

The annual meeting of the Oahu Polo Club will be held in the makai dance hall of the Young Hotel on Saturday evening, January 23, at 9 o'clock.
R. W. SHINGLE, Secretary.
6692